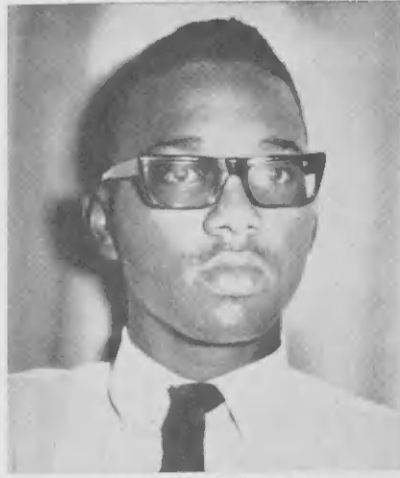




Marlene I. Oduber



Wilkinson Leslie



Pedrito O. Cornett



Herman W. Hazel



Fermin P. Coronel

# LAGO INVESTS FLS. 1,000,000 IN ARUBA'S PROGRESS

This year Lago's Scholarship Foundation broke through the Fls. 1,000,000 barrier invested in Aruba's progress through education.

In celebrating their tenth anniversary the Foundation announced 49 grants totaling Fls. 170,450 have been awarded to aspiring young men and women. Seven of the new students are sons and daughters of present Lago employees. Four are children of annuitants.

This brings the total aided by the Foundation to 239 young men and women and more than Fls. 1,000,000 spent in the last decade. Twenty-two of these students will begin their first year of higher learning this fall. The rest of the scholarship grants are renewals for those al-

ready attending a university or college.

Six of the new students will begin studying in the United States, one in Puerto Rico, and 15 in Holland.

Each student who completes four years of university study represents an average of between Fls. 10,000 and Fls. 20,000 of Lago Scholarship Foundation assistance. This money pays for tuition, books and supplies, traveling expenses, room and board, clothing, laundry and personal expenses.

The Foundation's purpose is to make financial grants to Arubans seeking degrees in the arts and sciences and technical and vocational training that will contribute to Aruba's well being.

Some of the Foundation's new students have parents who work for Lago. The parents are: W. W. Hazel - Lago Commissary, V. C. Figaroa - Mechanical Department, E. Oduber - Process Department, O. L. Richardson - Process Department, M. C. Pinas - Process Department and P. G. Brook - Comptroller's Department.

E Charles, a beginning LSF student, is a Lago employee working in the Mechanical Department. However, this fall he will be studying in the United States under the Lago Educational Leave of Absence policy.

Several students starting school this fall are the children of Lago annuitants. The annuitants are: Z. de Kort, (Continued on page 2)



Efraim F. Coutinho



Winston C. Latham



Simon Egbreghts



Desmond A. Brook

## Aruba Esso News

VOL 27, No. 17 Published by LAGO OIL & TRANSPORT CO., LTD. August 26, 1966

### Lago Ta Inverti Mas Cu Un Miljon di Florines Pa Progreso Di Aruba

E anja aki Lago Scholarship Foundation a surpasa e suma di f. 1.000.000 cu compania a inverti den progreso di Aruba pa medio di educacion.

Celebrando su di diez aniversario, e Foundation a anuncia cu nan a duna 49 beca e anja aki cual ta un total di f. 170.450 di ayudo financiero na hobenan homber y muher cu aspiracion di bai dilanti. Siete di e estudiantenan nobo ta yiu homber y muher di empleadonan di Lago actualmente na trabao. Cuater ta yiu di empleado pensioná.

E acto aki ta pone e total di hobenan homber y muher kende a recibi ayudo di e Foundation na 239 y na un suma di mas cu Fl. 1,000,000 den ultimo diez anja. Bintidos di e estudiantenan ey lo cuminza nan promer anja di estudio avanzá na September di e anja aki. Resto di e becanan aprobá ta renobacion di beca pa estudiantenan cu ya ta studiando na un universidad of colegio.

Seis di e estudiantenan lo cuminza studia na Merca, un na Puerto Rico, y 15 na Hulanda.

Cada estudiante cu completa cuater anja di estudio universitario ta representa un suma promedio di f. 10.000 te f. 20.000 di placa duná door di Lago Scholarship Foundation. E placa ey ta paga gastu di instruccion na school, bukinan y necesidadnan di school, pasashi, huur di kamber y nan cuminda, panja pa bisti, labanderia y gastunan personal.

Cursonan di estudio pa esnan cu a recibi ayudo financiero di e Foundation desde cu nan a lamté ta inclui ingenieria mecanica, electrica, electronica, civil y quimica, tecnologia industrial, economia, derecho, administracion comercial, gerencia di hotel, maestro di school, enfermera, analisis quimico y medico, y dentisteria.

Obhetivo di e Foundation ta (Continua na pagina 2)

### Pictures By Employees and Annuitants Will Illustrate 1967 Family Calendar

Eleven of the twelve photographs which will illustrate the 1967 Lago calendar have been taken by employees and annuitants. Of the 149 slides submitted by employees and annuitants, PR/IR judges selected eleven pictures by seven men as giving the best photo impressions of Aruba. The twelfth calendar photograph, depicting the Carnival gaiety in Aruba, was taken by staff photographer Joe de Cuba.

### Hedlund of Tech. Dept. And Carroll of Process Advance To New Positions

Two promotions have been recently announced in the Technical and Process Departments, effective August 1. Bill Hedlund of Technical was promoted to engineering associate. In the Process Department Joe Carroll advanced to process foreman.

Mr. Hedlund started his career with Lago as a project designer in December, 1952. He worked four years as project engineer and nine years as estimating engineer. In 1962 he was promoted to senior engineer. In April, 1963, he was transferred from Technical-Engineering to Economics and Planning.



W. J. Hedlund

Mr. Hedlund attended the University of Wisconsin and Drexel Institute of Technology, where he majored in the field of civil engineering. Before coming to Lago, he had experience in structural steel, reinforced concrete, and mechanical (Continued on page 2)



Charles A. Richardson



Ronald H. Pinas



Elias Charles



Claudette S. Peterson

Winners of the sixth photographic contest conducted by PR/IR Department are: W. van den Ban, Mech.-Engineering; H. E. Reeberg, Comptroller's; J. J. R. Beaujon, Mech.-M & C; Dr. H. Sweetman, Medical; Dr. B. Dalhuysen, Medical; B. Schelfhorst and L. N. Wilkie, annuitants.

None of the pictures submitted by four entrants in the Christmas picture contest was judged of sufficient high quality for reproduction. A staff-taken picture will be used on the Christmas issue cover of the Aruba Esso News.

Two employees have three winning entries in the calendar picture contest. These outstanding photographers are Dr. Sweetman and Dr. Dalhuysen of Medical Department. Dr. Dalhuysen also had two pictures accepted in the 1962 calendar. Mr. Schelfhorst had winning entries in the 1960 (2) and 1963. Mr. Wilkie's work appeared in the 1955, 1959 and 1960 Lago calendar. Mr. Reeberg had one picture accepted in 1963.

As announced, Fls. 100 will be awarded for each winning entry in the contest. Award presentation will be made during tonight's Management dinner at the Basi Ruti Hotel.

The photographs were judged and selected on the basis of exposure, focus, color and reproduction qualities. In selecting the photographs it was also borne in mind that the calendars give a boost to the expanding tourist industry because many find their way abroad. (Continued on page 6)

# ARUBA ESSO NEWS

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E. Villanueva, Editor A. Werleman, Publications Asst.  
J. M. De Cuba, Photographer

## Visit U.S.A. - Millions Do It Yearly

In the shrinking world of this modern Jet Age, more and more people are finding it possible to visit the United States every year. A report on world wide travel taken from "Common Ground" magazine issued by KLM substantiates this fact.

It states that in 1965 a remarkable total of over a million business and pleasure seekers from overseas traveled to the U.S. This is a gain of 101.5% over the total of 1961, when the joint government-industry "Visit U.S.A." program was launched.

The United Kingdom with 174,863 of the year's visitors continues to be the largest single source of overseas travelers to the U.S. Other countries with more than 35,000 visitors are West Germany, France, Venezuela, Dominican Republic, Japan and Italy. Visitors coming from the Netherlands totaled 24,849.

In addition to visitors from overseas, there were 383,771 arrivals from Mexico during 1965, an increase of almost 95% over the total of 1961. It is estimated that over six million tourists came from Canada last year.

The United States Travel Service and the travel industry are increasing efforts to induce more foreigners to visit the U.S. The travel industry is seeking to identify points of interest throughout the country at various times of the year.

## Bishita Merca - Miliones Ta Bai Aya

Den e mundo aki caminda distancianan ta krimp den nos Era moderno di jet, mas y mas hende ta hanja posibilidad di bishita Merca cada anja. Un informe riba biahamento mundial den un periodico cu jamá "Common Ground" publicá door di KLM nos ta hanja es hecho aki probá.

E articulo ta bisa cu na 1965 e notable total di mas cu un milyon di hende di ultramar cu ta busca negoshi of placer, a biaha bai Merca. Esaki ta un aumento di 101.5% ariba e total di anja 1961, den cual anja e programa conhunto di gobierno y di industria "Bishita Merca" a worde lanzá.

E Reino Uni, cu 173,866 viahero den e anja ey ta sigi ser e fuente unico mas grandi di viahero cu ta cruza laman pa bai Merca. Otro pais cu mas cu 35,000 bishitante ta Alemania Oeste, Francia, Venezuela, Republica Dominicana, Japon y Italia. Bishitantenan di Hulanda tabatin na tur 24,849.

Fuera di e bishitantenan di ultramar, 383,771 persona a jega di Mexico durante 1965, un aumento di casi 95% compará cu anja 1961. Nan ta calcula cu mas cu seis milyon turista a bini di Canada anja pasá.

E servicio Mericano pa biahamento, y industria di transporta viaheros ta aumentando nan esfuertonan pa haci mas estranhero bishita Merca. Industria di transporta pasahero ta trata di hala atencion riba cierto puntonan di interes den henter e pais na cierto tempo di anja.

## ESTUDIANTES DI LAGO SCHOLARSHIP FOUNDATION

(Continúa di pagina 1)

pa duna asistencia financiero na Arubianonan cu ta busca un grado universitario den tecnico of vocacional, cual lo contribui na bienestar di Aruba.

Algun di e estudiantenan di Foundation tin mayor cu ta traha pa Lago. Esakinan ta: W. W. Hazel, Lago Commissary; V. C. Figaroa, Mechanical; E. Oduber, Process; O. L. Richardson, Process; M. C. Pinas, Process; y P. G. Brook di Comptroller's.

E. Charles, un estudiante cu beca di LSF pa promer anja, ta un empleado di Lago cu ta traha den Mechanical Department. Pero na September di e anja aki lo e bai studia na Merca bao di beneficio di Lago su programa di ausencia for di trabao pa motivo di estudio.

Varios estudiante cu lo cuminsa school na September di e anja aki ta yiu di empleadonan pensioná di Lago. Nan ta: Z. de Kort, C. R. Egbreghts, S. A. Alberto, y D. A. Vlaun.

Seis estudiante lo cuminsa nan estudio na Merca na Sep-

tember. Esakinan ta Ginette L. Artsen (química), Pedrito O. Cornett (química), Winston G. Latham (ingeniería química), Desmond A. Brook (ingeniería química), Elias Charles (ingeniería eléctrica) y Vivian A. Lampe (cytoteología médica).

Efraim F. Coutinho, tambe un estudiante nobo, lo tuma como su tema principal estudio di musica, na un conservatorio di Porto Rico.

Diezcinco Arubiano hoben lo bai studia na Hulanda na September proximo, cu beca duná door di Lago Scholarship Foundation. Nan ta Fermin P. Coronel (tecnología química), Wilkinson Leslie (tecnología química), Ronald H. Pinas (tecnología química), Charles A. Richardson (tecnología química), Randolph D. Peterson (ingeniería di bapor), Emerson P. Vlaun (stuurman), Herman W. Hazel (ingeniería di bapor), Simon Egbreghts (tecnico di aviacion),

(Continúa na pagina 6)



J. J. R. Beaujon



Dr. H. A. Sweetman



W. Van Den Ban

## L.S.F. STUDENTS

(Continued from page 1)

C. R. Egbreghts, S. A. Alberto and D. A. Vlaun.

Six students will begin studying in the United States this fall. They are: Ginette L. Artsen (chemistry), Pedrito O. Cornett (chemistry), Winston C. Latham (chemical engineering), Desmond A. Brook (chemical engineering), Elias Charles (electrical engineering) and Vivian A. Lampe (medical cytotechnology).

Efraim F. Coutinho, also a new student, will major in music at a conservatory in Puerto Rico.

Fifteen young Arubans will enroll in Holland schools this fall under the Lago Scholarship Foundation. They are: Fermin P. Coronel (chemical technology), Wilkinson Leslie (chemical technology), Ronald H. Pinas (chemical technology), Charles A. Richardson (chemical technology), Randolph D. Peterson (ship engineering), Emerson F. Vlaun (shipmate), Herman W. Hazel (ship engineering), Simon Egbreghts (aircraft technician), Claudett S. Peterson (medical analysis), Maria F. Figaroa (medical analysis), Marlene I. Oduber (French), Shirley M. Ashby (teaching), Bertha Alberto (home economics), Roland Z. de Kort (physical therapy) and Filomena Solognier (psychiatric nursing).



Dr. B. Dalhuijsen



H. R. Reeberg

## Empleadonan y Pensionistas Ta Sacá Portret Pa Lago Su Kalender Pa 1967

Diezun di e portretnan cu lo ilustra Lago su kalender pa 1967 a worde sacá door di empleadonan y ex-empleadonan pensioná. Di e 149 slide presentá door di empleadonan y esnan pensioná, un jurado di PR/IR a scohe diezun portret sacá door di siete persona como bistanan cu ta duna mihor impresionnan fotografico di Aruba. E di diezdos portret, mustrandó alegría di carnaval na Aruba, ta obra di e fotógrafo empleado di Lago Joe de Cuba.

Ganadornan di e di seis concurso organizá door di Departamento PR/IR ta: W. van den Ban di Mech. Engineering; H. E. Reeberg di Comptroller's; J. J. R. Beaujon di Mech.-M. & C.; Dr. H. Sweetman, di Medical; Dr. B. Dalhuijsen di Medical; y dos persona pensioná B. Schelfhorst y L. N. Wilkie.

Ningun di e portretnan presentá door di cuater concursante como portret di Pascu a hanja premio, pasobra nan no tabatin suficiente calidad pa reproduccion door di prensa. Un portret sacá door di un fotógrafo di PR/IR lo worde usá riba e cubierta di Esso News su edicion di Pascu.

Dos empleado tin tres portret cu a sali premiá den e concurso aki. E fotografonan di gran habilidad ta Dr. Sweetman y Dr. B. Dalhuijsen di Medical Department. Di Dr. Dalhuijsen dos portret a sali premiá tambe pa nos kalender di 1962. Sr. Schelf-

horst tambe a mira su portretnan premiá na 1960 (2) y na 1963. Obra di Sr. Wilkie a parce den Lago su kalender pa anja 1955, 1959 y 1960. Di Sr. Reeberg un portret a sali premiá na 1963.

Manera ya ta anuncia, cada portret premiá den e concurso ta recibí un pago di f. 100. Presentacion di e premionan lo tuma lugar awe nochí durante un comemento di gerencia den Hotel Basiruti.

E portretnan a worde juzgá y seleccioná a base di exposicion di luz, enfoque, color y calidad suficiente pa reproduccion door di prensa. Haciendo seleccion di e portretnan, peso a worde duná tambe na e hecho cu e kalendernan ta yuda industria turistica cu ta bay creciendo dia pa dia ya cu hopi di e kalendernan ta worde mandá pa exterior tambe.

Fuera di e kalender pa anja 1967, portretnan sacá door di empleadonan a ilustra tambe e kalendernan di Lago pa anjanan 1955, 1959, 1960, 1962 y 1963.

## W. Hedlund di Tech. Dept.; J. Carroll Di Process Ta Avanza Pa Puesto Nobo

Dos promocion a worde anuncia algun dia pasá den Technical y Process Department, cual a bira efectivo di 1 di Augustus. Bill Hedlund di Technical a hanja promocion pa engineering associate. Den Process, Joe Carroll a avanza pa puesto di process foreman.

Sr. Hedlund a cuminsa su carrera cu Lago como project designer, na December 1952. El a traha cuater anja como project engineer, y nuebe anja como estimating engineer. Na 1962 el a recibí promocion pa puesto di Senior Engineer. Na April 1963 el a traslada for di Technical Engineering pa Economics & Planning.

Sr. Hedlund a studia na universidad di Wisconsin y Drexel Institute of Technology, caminda su punto mayor di estudio tabata ingeniería civil. Promer cu el a bin traha cu Lago, el a hanja experiencia den disenjo di staal pa construccion, concreto, y disenjo mecanico.

Sr. Hedlund su pasatempo ta lesa, scribi y pinta. E ta casá y tin tres yiu, Joan, Bill y Norma. Bill Jr. ta den servicio militar cu Fuerza Aerea di Merca, y el a representa base aerea di Dover na dos torneo nacional di tenis pa militarnan, teni na Orlando den estado Florida.

(Continúa na pagina 6)

## PROMOTIONS

(Continúa di pagina 1)

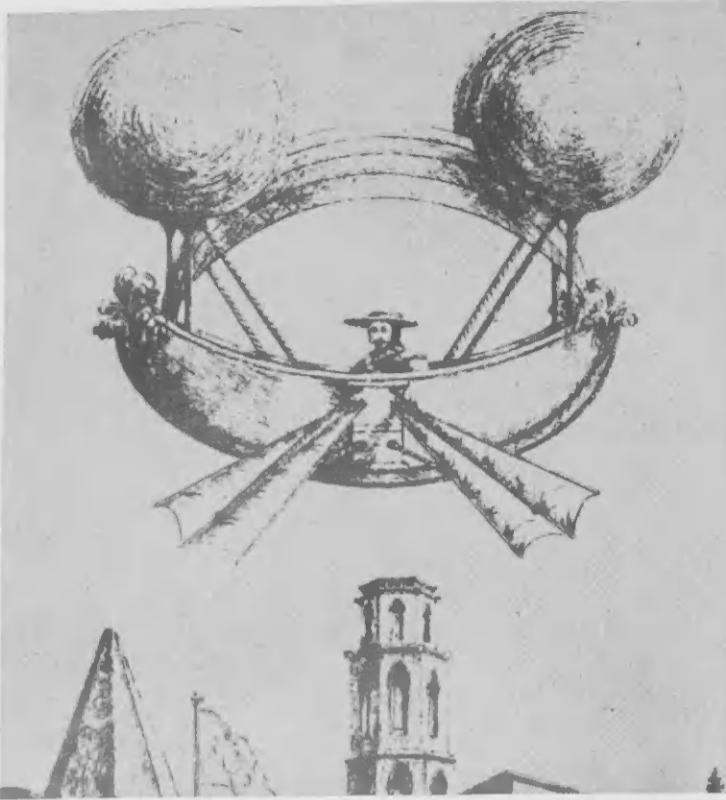
designing. Mr. Hedlund enjoys reading, writing and painting. He is married and has three children.



J. R. Carroll

Joan, Bill, and Norma. Bill Jr. is serving in the U.S. Air Force, and has represented the Dover Air Force Base in two National

(Continúa di pagina 6)



IN 1670, Francesco de Lana (left) thought that if he pumped all the air out of four copper globes attached to a boat-like car it would fly. His "airship" never left the ground. The balloon (at right) did, however, manage to get off the ground. In fact, it was the vehicle used for the first air journey by man across the English Channel.

NA 1670 Francesco de Lana (na robéz) a kere cu si e pomp tur aire for di e cuater bolanan di koper pegá na un cos manera un barco, anto e aparato lo por bula. Su "zeppelin" nunca a lanta for di tera. E balon si (na man drechi) a lanta for di tera. En realidad esaki ta e vehiculo cu a worde usá pa e promer vuelo cruzando Canal de la Mancha.

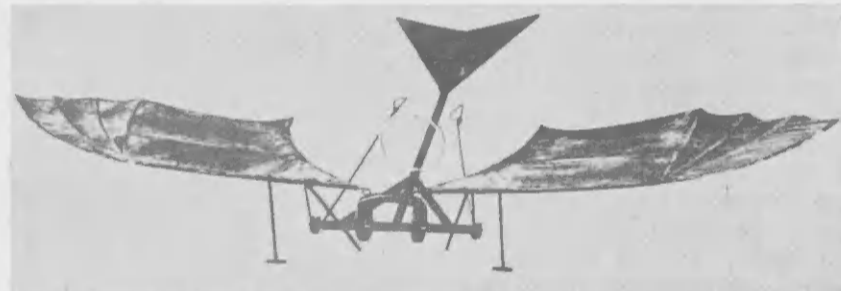
### Si Acaso Leonardo No Tabata Correcto Com Avionnan Di Awendia Lo Tabata?

Mas o menos 12% di Lago su produccion di zeta ta bai pa traha combustibile pa aeroplano. E cantidad ey ta 20 miljon barril pa anja di diezdos diferente sorto di combustibile pa aviacion.

Awendia nos mester gradicé e pioneronan di aviacion pa nos mercado di combustibile pa avion. Produccion di combustibile pa aeroplano lo no tabata existi si no tabatin mester di e zeta.

Tuma por ehempel Leonardo da Vinci, un Italiano. Mas cu 400 anja pasá el a pensa asina: "Si mi hanja cu e aparato aki cu un chapaleta ta bon trahá —

cu a duna mundo e promer plannan detaljá di vuelo mecánico. El a usa su estudio di parhanan como base pa su plannan pa e promer helicoptero y paracaidas.



LEONARDO DA Vinci gave the world its first detailed plans for mechanical flight over 400 years ago. He thought he could fly this contraption.

LEONARDO DA Vinci a duna mundo e promer plannan detaljá pa vuelo mecánico mas cu 400 anja pasá. E tabata kere cu e por haci e aparato aki bula.

esta traha di panja y tur e poronan di panja será cu guma — anto ora mi drei e chapaleta rapidamente e chapaleta lo traha un spiral den aire y e aparato lo subi haltu den laira".

Leonardo da Vinci, kende tambe tabata un pintor, scultor, arquitecto, musico, ingeniero y filosofo, tabata e inventor

"E mester di hala!" da Vinci tabata persisti. "Y si no ta ami ta traha e halanan anto un otro despues di mi lo traha nan."

Tin prueba cu da Vinci tabata comprende cu cambianan lo a worde haci na su plannan, y cu e cambianan ey algun dia lo a resulta cu e aparato ta bula. Aunque su idea di un vuelo me-

canico tabata algo crudo, e principio básico di vuelo mecánico ainda tey.

Un otro pensador di un era tempran den historia di aviacion tabata Francesco de Lana, un Italiano. Na 1670 el a pinta loke e tabata kere ta un zeppelin. El a kere cu si e pomp tur aire for di cuater globo di koper pegá na un garoshi den forma di boto, anto e aparato lo a bula den aire. Nos no tin nodi di splica cu su "zeppelin" nunca a move for di tera. Si e tabata sabi e densidad actual di aire compará cu densidad di e koper, lo e por a comprende su error.

Su idea ta parece ridiculo pa nos, pero ta door di purbamento y error progreso ta worde haci.

"E fronteranan di nacionnan ta worde cruzá den laira!... lamannan no ta stroba nos mas di pasa!" Asina hendenan tabata bisa inmediatamente despues di e promer vuelo cu balon cruzando Canal de la Mancha, entre Francia y Inglatera.

Dia 7 di januari 1785 Pierre Blanchard, un aviador Frances, y Dr. John Jeffries, un Americano di Boston, a haci nan promer biaha den un balon cu a cruza canal de la Mancha. Nan vuelo a bai cu tur exito te ora nan tabata cercando costa Frances y nan balon a cuminsa perde gas. Ora nan a realiza cu nan tabata bahando rapidamente, nan a cuminsa tira tur cos pafor di e macuto. Te ora Blanchard a tira su mes carson pafor e balon a cuminsa subitro. Aunque Blanchard no tabata propiamente bisti pa e ocasion, nan a baha na Calais, Francia, dos ora despues y nan a hanja un recepcion digno di un rey.

E episodio un poco humoristico aki a marca un punto decisivo den historia di aviacion. Astronautanan di awendia ta cubri e mes distancia ey den seis seconde.

Dia 17 di December 1903, usando gasolin di Standard Oil, Orville Wright pa di promer bez a bula den un aeroplano di motor cu ta mas pisá cu aire.

Kiko futuro tin pa nos? Ningun hende sabi sigur, pero nos por verwacht cu progreso den aviacion ta sigi na un enorme velocidad.

### If Leonardo Had Not Been Right, What Would Today's Airplanes Look Like?

Approximately 12% of Lago's petroleum output goes toward the production of aviation fuel. This is 20 million barrels per year of twelve different grades of aviation fuel.

We have the pioneers in aviation to thank for today's booming aviation fuel market. This production of aviation fuel would not exist if there was no need for it.

Take the Italian Leonardo da Vinci, for instance. Over 400 years ago he conceived that, "If I find that this instrument made with a screw be well made — that is to say, made of linen of which the pores are stopped up with starch — and be turned swiftly, the said screw will make its spiral in the air and it will rise high."

Leonardo da Vinci was the innovator who gave the world its first detailed plans for mechanical flight. He was a great Italian painter, sculptor, architect, musician, and natural philosopher. He painted "Mona Lisa". He used his study of birds as a basis for his plans of the first helicopter and parachute.

"There shall be wings!" da Vinci insisted. "If the accomplishment be not for me, 'tis for some other."

It is evident that da Vinci realized modifications to his plans would be made that would eventually lead to flight. Although his concept of flight seems somewhat crude, the basic principle of mechanical flight is there.

Another early thinker in the history of aviation was Francesco de Lana, also an Italian. In 1670 he designed what he thought was an airship. He believed that if he pumped all the air out of four copper globes attached to a boat-like car it would fly. Needless to say his "airship" never left the ground. Had he known the actual density of air compared to the density of copper, he would have seen his error.

His idea seems ridiculous to us, but it is through such trial and error that progress is

made.

"The borderline of nations is crossed in the air!... The seas are no longer barriers!" This was exclaimed the world over immediately following the first balloon flight across the English Channel.

On January 7, 1785, Jean Pierre Blanchard, French aeronaut, and Dr. John Jeffries, American from Boston, made the first air journey across the English Channel by balloon. Their journey was successful until they approached the French coast and started to lose gas. When they realized they were falling fast, they began to throw everything overboard. Not until even Blanchard's trousers went overboard did the balloon begin to rise.

Although Blanchard was not appropriately dressed for the occasion, they landed in Calais, France, two hours later where they received a royal ovation.

This rather humorous episode marked a turning point in the history of aviation. Astronauts today travel that same distance in about six seconds.

On December 17, 1903, using Standard Oil gasoline, Orville Wright for the first time flew a power-driven heavier-than-air machine.

What will the future hold? Nobody knows for sure, but we can expect progress in aviation to continue at a breakneck speed.

Perhaps the time will come when aircrafts no longer use petroleum. Possibly solar and atomic energy will eventually be fuel sources.

One thing we do know is progress and change go hand in hand.



JEAN PIERRE Blanchard, French aeronaut, and Dr. John Jeffries at the start of the first air journey across the English Channel. JEAN PIERRE Blanchard, un aviador Frances, y Dr. John Jeffries na cuminzamento di nan promer vuelo den aire dia cu nan a cruza Canal de la Mancha.

### Future Airplanes Promise To Give Major Thrust To Jet Fuel Sales

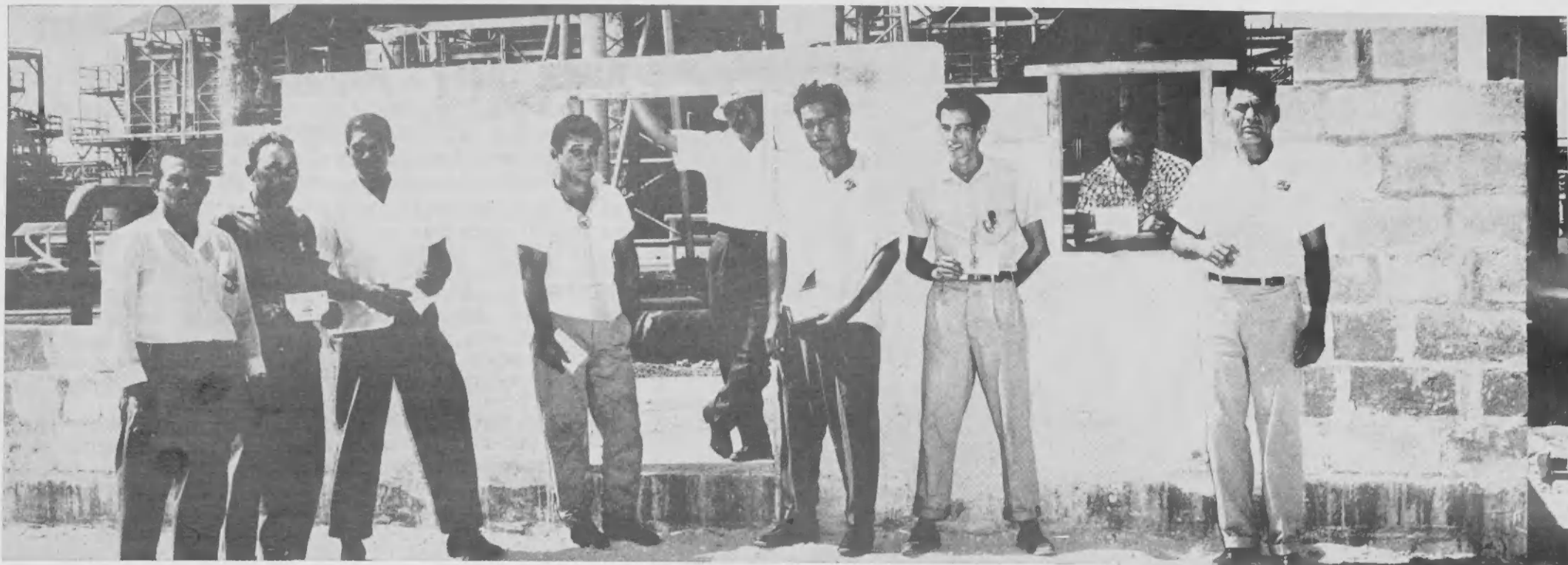
"New refining technology will be needed to meet the growth in demand for jet fuel that will accompany the introduction of supersonic transports (SST's) and the so-called jumbo jets," a petroleum scientist said recently.

According to W. G. Dukek, an Esso Research and Engineering Company scientist working on fuels and lubricants for jet aircraft, jet fuel is growing at a faster rate than any other petroleum product and in some parts of the world even now is

(Continued on page 6)



VERY NICE, Orville, but would you kindly stop fooling around and help me tighten these piano wires... MASJA BON Orville, laga wega para un banda y juda mi mara e snaanan di piano aki...



THE FIRST group of the masonry retraining class with their wall project. They are (L to R): F. Geerman, instructor, P. Leest, C. Berkel, R. Colina, A. Sjaw-Akian, G. Paesch, C. de Cuba, M. Hoek and J. Semeleer.

E PROMER grupo di klas di metsla hunto cu nan proyecto di muraya. Nan ta: (R pa D): F. Geerman, instructor, P. Leest, C. Berkel, R. Colina, A. Sjaw-Akian, G. Paesch, C. de Cuba, M. Hoek y J. Semeleer.

### Programa Di Re-Entrenamento Ta Yuda Empleadonan Pa Futuro Carera

Un di e cursonan mas recien duná bao Lago su Programa di Re-entrenamento ta pa poncha carchi pa mashin di contaduria. E curso aki a cuminsa den Data Processing Section di Comptroller's Diahuebs, Augustus 18. Entre esnan cu ta tumando e curso tin siete damas. Francisco Ruiz, supervisor di Data Processing, ta instructor pa e entrenamento aki.

Poco dia pasá un curso pa drecha tuberia di instalacion sanitario tambe a cuminsa. E curso aki, duná den Mechanical Shops, ta bao di direccion di Marco Stamper. Actualmente tin siete empleado ta tumando e curso aki.

Otro curso cu ya tin algun tempo na caminda ta welding, carpinteria, trabao di metsla, y instalacion di waya pa luz di cas.

Asina leu 27 empleado a participa of ta participando den e curso di welding. E entrenamento aki ta worde duná den e lead-burners shack na e lugar conoci como Snow Pile. Ora nan completa e curso, e participantenan ta recibi e certificado di American Society of Mechanical Engineer cu nan tin calificacion como welder. Tres di e weldernan diplomá a tuma retiro di Lago pa nan bai traha otro caminda.

E curso di carpinteria ta bao di direccion di Vicente Semeleer den Carpenter Shop. Binti homber ya a tuma of ta tumando e curso aki.

Florian Geerman ta encargá cu e curso di metsla. Nan ta hanja entrenamento practica na planta di concreto. Un total di 15 homber a recibi re-entrenamento caba of ta hanjando entrenamento ainda.

Ricardo Geerman ta sinja e cursantenan com ta instala waya pa luz di cas. E curso aki ta worde duná den Mechanical Shop su centro di entrenamento. Diezun empleado a completa e

curso, mientras un grupo nobo ta cuminsa pronto.

Encargá cu e programa di re-entrenamento ta un comision cu ta consisti di T. O. Lucas, presidente, J. J. R. Beaujon, miembro, D. Maduro y R. Werleman (representanten di IOWUA), y Carlos de Cuba, secretario.



RETRAINING INSTRUCTOR R. Geerman (R) congratulates F. Boasman on completing house wiring course and hands him training certificate. The retraining program is intended to help those taking the course to be better prepared for a new career.

INSTRUCTOR DI re-entrenamento R. Geerman (D) ta felicita F. Boasman cu terminacion di curso electrico pa instalacion di cas y ta entrega certificado di training. E programa di re-entrenamento ta intencioná pa yuda esnan cu ta tuma e cursonan di ta mehor prepara pa un carera nobo.



INSTRUCTOR F. Geerman sets block in place.

INSTRUCTOR F. Geerman ta pone blokki na su lugar.



STUDENTS DO practical work. ESTUDIANTENAN TA haci trabao practico bao e Programa.



ELECTRICAL HOUSE wiring class who completed the retraining course are: (L to R) J. Phillips, A. van Heyningen, E. Hazel, F. Boasman, C. Fraser, A. Croes, H. Kelly; (first row) R. Geerman, retraining instructor, J. Arrindell, A. Webster, D. C. Martes.

KLAS DI instalacion electrico pa cas cu a completa e curso di re-entrenamento ta: (R pa D): J. Phillips, A. van Heyningen, E. Hazel, F. Boasman, C. Fraser, A. Croes, H. Kelly; (promer carera) R. Geerman, instructor, J. Arrindell, A. Webster, D. C. Martes.



E. Semeleer, E. Milton receive plumbing training from M. Stamper (r). E. Semeleer, E. Milton hayando training di M. Stamper (d).

# Retraining Program Helps Employees Develop New and Better Future Careers

One of the most recent courses under Lago's Retraining Program is the key punch training. The training began in the Comptroller's Data Processing Section Thursday, August 18. Among the ten trainees are seven ladies. Francisco Ruiz, supervisor Data Processing, is instructor for this training.

Recently, also a plumbing course was initiated. The course, given in Mechanical Shops, is under direction of Marco Stamper. Seven employees are presently enrolled in the course.

Other courses that have been in progress for some time are welding, carpentry, masonry, and electrical house wiring.

The program started April 4, 1966 when five employees took

an orientation session for the welding course. Instructor is George F. Harris, Jr., of Chicago Bridge & Iron Company.

So far 27 employees have participated or are participating in the welding course. The training is given at the leadburners' shack in the Snow Pile area. Upon completion of the course, the men receive the American Society of Mechanical Engineers (A.S.M.E.) welder's

qualification test papers. Three of these qualified welders left Lago to accept job offers elsewhere.

The carpentry course is given by instructor Vicente Semeleer at the Carpenter Shop. Some twenty men have already taken or are now taking the course.

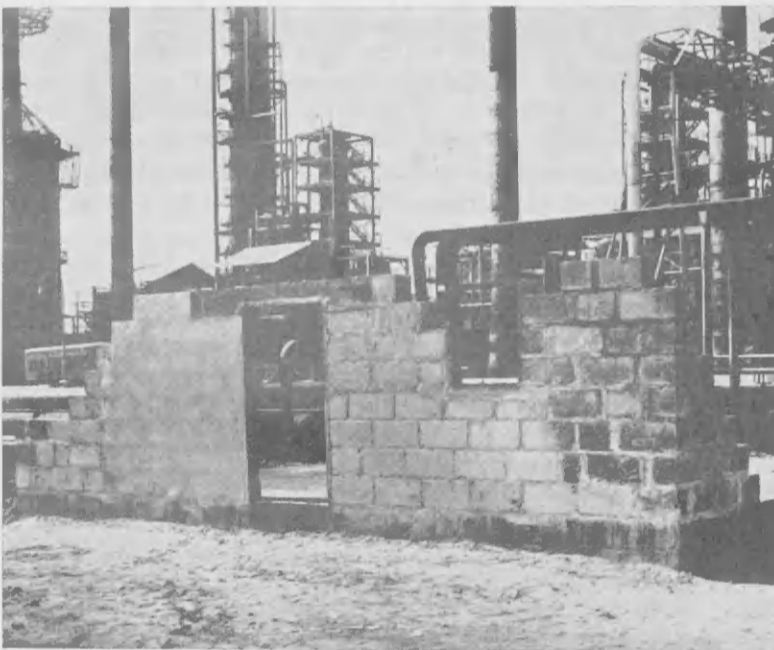
Floriano Geerman is charged with the masonry course. Practical training is given at the Concrete Plant. A total of fifteen men have been retrained or are now being trained for this job.

The electrical house wiring course is under leadership of Ricardo Geerman. The course, which is given at the Mechanical Shops Training Center, has been completed by eleven employees while a new group will start the course soon.

Charged with the program is the Retraining Committee consisting of T. O. Lucas, chairman, J. J. R. Beaujon, member, D. Maduro and R. Werleman (IOWUA representatives), and Carlos de Cuba, secretary.



WELDING CLASS is conducted at the Leadburners' shack in the Snow Pile area.  
LES DI welding ta ser duná na e shack di Leadburners na sitio di Snow Pile.



MASONRY STUDENTS build wall as part of practical re-training program.  
ESTUDIANTENAN DI metsla ta traha muraya como parti di programa practico di re-entrenamento.



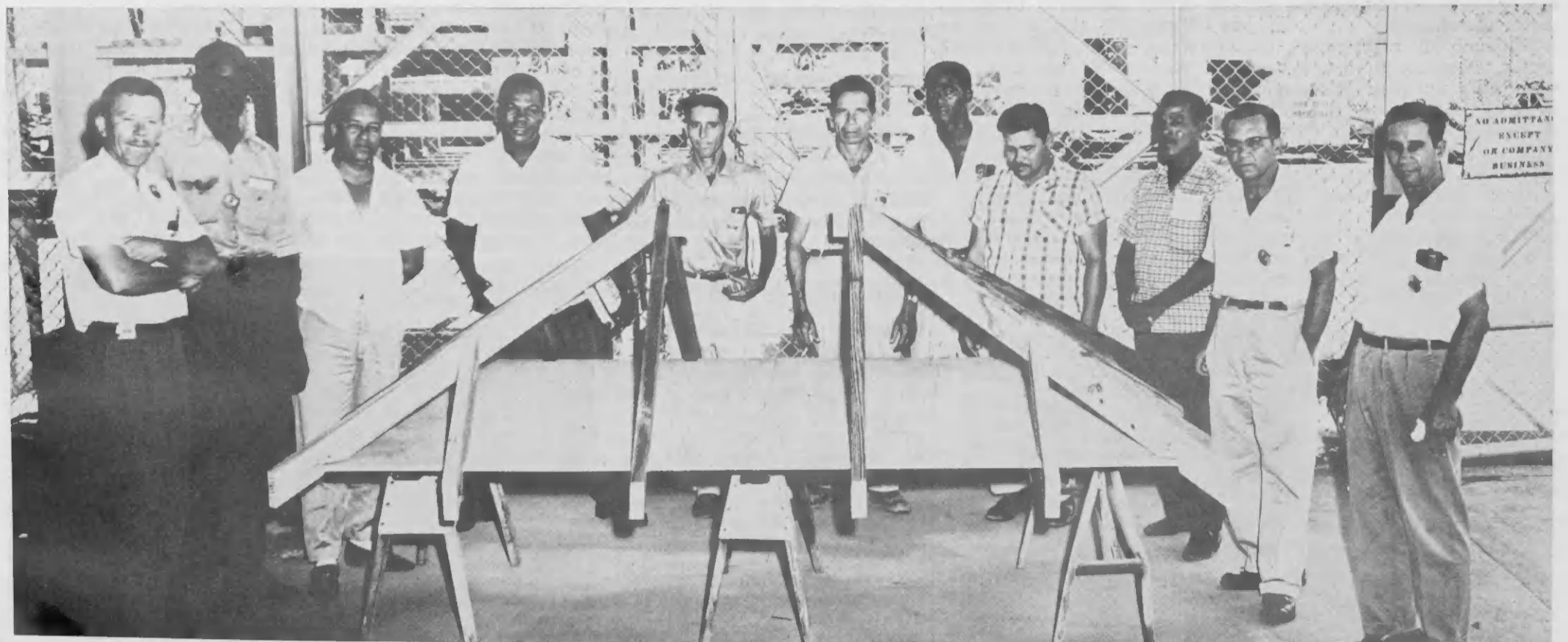
G. F. HARRIS, Jr. (center), instructor from Chicago Bridge & Iron Company, gives hints to welding trainees (L to R) J. Franken, N. Trinidad, M. Figaroa, job trainer, and B. Thode.

G. F. HARRIS Jr. (centro), instructor di Chicago Bridge & Iron Company, ta duna sugestion na estudiantenan di welding (R pa D) J. Franken, N. Trinidad, M. Figaroa, job trainer, y B. Thode.



PIPE THREADING is taught as part of plumbing training. Instructor for the plumbing course is M. Stamper, second from right.

TRAHAMENTO DI draad pa tubo ta ser sinjá como parti di curso di plombero. Instructor pa e curso di plombero ta M. Stamper, segundo di banda drechi.



CARPENTER CLASS poses with model of roof construction, (L to R) V. Semeleer, instructor, C. Bryson, F. Solognier, G. Pantophlet, P. Fingal, L. Tromp, H. A. Dedier, H. Tromp, J. Rosa, S. Noguera, and P. Petrochi.

KLAS DI Carpinte ta hunto cu modelo di construccion di dak, (R pa D) V. Semeleer, instructor, C. Bryson, F. Solognier, G. Pantophlet, P. Fingal, L. Tromp, H. A. Dedier, H. Tromp, J. Rosa, S. Noguera, and P. Petrochi.

## Futuro Avionnan Ta Priminti Di Trece Hopi Mas Bende di Comustible pa Jet

"Mester di tecnologia nobo di refinacion pa nos por satisfice demanda creciendo pa combustibile di jet, cual lo acompaña introduccion di avionnan supersonico y e avionnan cu nan ta jama "jumbo jet", asina un cientista di petroleo a bisa recientemente.

Segun W. G. Dudek, un cientista di Esso Research & Engineering Company kende ta trahando riba combustibile y lubricante pa aeroplano jet, combustibile pa jet ta creciendo cu un velocidad mucho mas grandi cu e otro productonan di petroleo, y den cierto parti di mundo hasta tin escasez di combustibile pa jet awendia. E ta pronostica cu durante mas o menos cinco anjanan proximo, demanda lo bira casi dobbel dia e promer jetnan supersonico y e jetnan jumbo cuminza bula.

E consuma total di combustibile pa jet den mundo liber awor ta na un promedio di 50 miljon galon cada dia. Pa 1973, consumo diario ta ser calcula di ta casi 100 miljon galon pa dia.

Lago su entreganan di combustibile pa jet tabata 1,393,000 tonelada metrica na 1963, 1,678,000 tonelada na 1964 y 1,646,000 tonelada na 1965.

Pa produci combustibile di mihor calidad pa jetnan, Lago a instala secadornan di salu y instalacion pa trata e combustibile cu klei na cuminzamento di 1965.

Aeroplano jet, y mas especificamente e aeroplanonan supersonico y jetnan jumbo, lo causa tecnica nobo di fabricacion mesocos cu automobilnan a haci 50 anja pasá.

### Combustible pa Jet

E parti principal di combustibile pa jet ta kerosin. Zeta crudo, depende di cual parti di mundo e ta bini, tin un contenido di kerosin di 1 te 10 por ciento. Promedio ta 12 por ciento. E contenido di kerosin den crudo cu Lago ta usa ta varia di 10 te 15 por ciento.

No tur e 12 por ciento ey ta disponibel pa traha combustibile pa jetnan, pasobra tin otro producto tambe cu tin mester kerosin pa traha nan. Kerosin ta worde usá den combustibile pa keinta espacio, pa combustibile usá pa kienta kas, y pa mayor parti den combustibile pa motor diesel.

Consumo di combustibile di jetnan subsonico y supersonico ta muestra un gran diferencia. Jetnan regular cu velocidad maxima di 600 milja pa ora por bula di New York te Londres (3,540 milja distancia) den 6 ora y 45 minuut usando 13,000 galon di combustibile (Si esey tabata gasolin, anto e cantidad lo ta suficiente pa duna un donjo di auto promedio suficiente gasolin pa e usa 20 anja largu).

E promer avion supersonico, cual lo bula na un velocidad di Mach 2.2 (esta 2.2 bez velocidad di zonido igual na 1,450 milja pa ora) lo haci vuelo entre New York y Londres den 3 ora, pero lo e usa 18,000 galon di combustibile. E avionnan aki lo por hiba pasahero den servicio regular na anja 1971 of 1972.

Avionnan supersonico di futuro cu lo por bula na un velocidad cu ta tres bez of mas velocidad di zonido lo bula entre New York y Londres den 2 ora y mei. Nan lo usa 35,000 galon di combustibile, casi dos bez mas cu e promer avionnan supersonico. E avionnan supersonico aki di e "sigiente generacion" lo por ta den servicio na 1980.

Bao di condicionnan di awendia, ta tuma 2 ora y 20 minuut pa un planta di Lago pa traha e 70,000 galon necesario pa un vuelo ida y vuelta di 5 ora entre New York y Londres cu un di e "futuro" avionnan supersonico aki.

### PROMOTIONS

(Continued from page 2)

held at Orlando, Florida.

On his next vacation this September, Mr. Hedlund intends to visit the Far East.

Mr. Carroll joined Lago as a junior apprentice "B" in the Mechanical Department in July, 1948. During his employment Mr. Carroll had four breaks in service. In January, 1962, he was re-employed as an engineer in the Technical Department. That same year he transferred to Process. Advancing through the ranks in the Process Department he became technical assistant in Process-L.O.F., the position he held before his recent promotion.

A graduate in chemical engineering from the University of Colorado, Mr. Carroll spent three and a half years in the U.S. Army Chemical Corps as an officer. He also worked as production supervisor at a fluid coke plant with FMC Corp.

At Lago Mr. Carroll worked one year as contact engineer in the Acid and Edeleanu Plant, two years as technical assistant in the L.O.F. Department and two in the Refining Division.

Mr. Carroll also worked as a Summer Training student at Lago for four summers during high school and college. He is married and has two children.



USS FORT MANDAN (left) and USS Lorain County (landing ship tank) visited Aruba last week carrying 1100 men. Seamen from these two ships toured Lago August 16.

USS FORT MANDAM (robez) y USS Lorain County (bapor di desembarque) a bishita Aruba siman pasa cu 1100 tripulante. Marineros di e dos bapornan a bishita Lago Aug. 16.

### PROMOCIONNAN

(Continued from page 2)

Durante su proximo vacaciones na September, Sr. Hedlund tin intencion di bishita Lejano Oriente.

Sr. Carroll a bin traha na Lago como junior apprentice 'B' den Mechanical na luna di Juli 1948. Durante su trabao cu Lago Sr. Carroll tabatin cuater interrupcion di servicio. Januari 1962 a mira Sr. Carroll bek na Lago como ingeniero den Technical Department. Den e mes anja ey el a pasa pa Process. Avanzando den varios puesto cu Process Department, el a bira asistente tecnico den Process-Light Oils Finishing, e puesto cu el a ocupa net promer cu su reciente promocion.

El a gradua como ingeniero quimico na universidad di Colorado. Sr. Carroll a sirbi tres anja y mei den cuerpo di ingenieros di ehercito Mericano den grado di oficial. Tambe el a traha como un supervisor di produccion den un planta di coke liquido di Food Machinery Corporation.

Na Lago Sr. Carroll a traha un anja como ingeniero di contacto pa planta Acid & Edeleanu, dos anja como asistente tecnico den L.O.F. y dos den Refining Division.

### ESTUDIANTES DI L.S.F.

(Continued from page 2)

Claudett S. Peterson, (análisis medica), Maria F. Figaroa (análisis medica), Marlene I. Oduber (Frances), Shirley M. Ashby (maestra di school), Bertha Alberto (huishoudschool), Roland Z. de Kort (fisioterapia), y Filomena Solognier (enfermera di psiquiatria).

### 1967 FAMILY CALENDAR

(Continued from page 1)

In addition to the 1957 calendar, employee-taken photographs illustrated the Lago calendars in 1955, 1959, 1960, 1962 and 1963.

### Additional July Ideas Pay Off In Cash/Gifts

Four additional employees were among the July CYI winners. Among them was a new suggester, Prisiliano R. Kock, an assistant operator in Process-Refining Division. His idea called for installing a steam trap in the line to the soot blowers at No. 8 Rerun furnace. In addition to a cash award of Fls. 35, he received a scale as a gift for being a new suggester.

Other July CYI winners were: Emiterio Croes, Process-Refining, — Fls. 50 Gerardo D. Stamper, Process-Refining — Fls. 35 Francisco Koolman, Mechanical Machinist — Fls. 25

### FUTURE AIRCRAFT FUEL

(Continued from page 3)

in tight supply. He predicts that during the next five years or so, the demand will nearly double when the first supersonic transports and the jumbo jets come into operation.

Total jet fuel consumption in the free world today averages over 50 million gallons a day. By 1973, a year or two after the first SST's are in operation, daily consumption is expected to be close to 100 million gallons.

Lago's supply of jet fuel to the world market amounted to 1,393,000 metric tons in 1963, 1,678,000 tons in 1964 and 1,646,000 tons in 1965.

To make premium type jet fuels, Lago installed salt driers and clay treating facilities in early 1965.

Jet aircraft, and more specifically the supersonic transports and the jumbo jets, will bring about new manufacturing techniques just as automobiles did 50 years ago.

The principal component of jet fuel is kerosene. Crude oil, depending on what part of the world it comes from, has a kerosene content ranging from 1 per cent to 18 per cent. The average is 12 per cent. The kerosene content of Lago crude varies between 10 and 15 per cent.

Not all of this 12 per cent is available for jet fuel, as other products also use kerosene for their manufacture. Kerosene is used in space-heating fuels, home heating fuels and, for the greater part, in diesel fuel.

The supersonic transports will be flying so fast that ram pressure and friction will cause the air frame to heat up to the point where ordinary kerosene — and other types of jet fuel — could undergo chemical changes. Esso Research had the job of

developing a fuel capable of withstanding that heat. It has already developed fuels to meet these criteria.

Fuel consumption of subsonic and supersonic jets show a great difference. Conventional jets with top speeds of 600 miles an hour can fly from New York to London (3,540 miles) in 6 hours and 45 minutes using 13,000 gallons of fuel. (If this were gasoline, it would provide an average motorist with nearly a 20-year supply of fuel).

The world's first SST, which will fly at Mach 2.2. (2.2 times the speed of sound or 1,450 miles per hour) will make the same trip in some three hours, but will use about 18,000 gallons of fuel. These planes should be in scheduled service by 1971 or 1972.

Future SST's that will fly three or more times the speed of sound will fly between New York and London in 2½ hours. They will consume some 35,000 gallons of fuel, nearly twice as much as the first SST's. These "next generation" SST's might be in service in 1980.

Under present conditions, it would take 2 hours and 20 minutes for a Lago unit to make the 70,000 gallons required for a round trip of five hours between New York and London by these "future" SST's.

More jet fuel will also be used through increased air cargo. During 1965, air cargo increased by 31 per cent over the previous year.

For the foreseeable future, jet aircraft will continue to be fueled by the kerosene-type fuel now used. Should planes be built to fly in the area of 5 times the speed of sound, or 3,300 miles per hour, they may require so-called cryogenic fuels, such as liquid methane, which is natural gas liquefied at very low temperatures.



C. Quandus (l), V. Willems (r) get Key Punch training from F. S. Ruiz. C. Quandus (r), V. Willems (d) ta haya Key Punch training di F. S. Ruiz.



MRS. C. BROWNE is one of the female employees who follow key punch training under direction of Comptroller's F. S. Ruiz. SRA. C. BROWNE ta uno di e empleadanan kende ta sigui key punch training bao direccion di F. S. Ruiz.